

# SKYLINE the



Michael Laughlin is new to RC Cars and so a Tamiya Loctite Nissan Skyline GTR-NI kit was an ideal starting place...

**T**his is the latest touring car kit to join the Tamiya range and it is bound to be as popular as the Escort Cosworth and Mondeo. However, this car may not be as easily recognised as it is based on a Japanese touring car.

When I opened the box I had quite a shock, because I wasn't used to boxes being so well prepared, as I had never built a Tamiya kit before.

Although this kit uses the more advanced TA02 chassis, it was relatively easy to build. This was mainly down to an excellent instruction manual, which had large pictures to accompany the instructions.

## A start to building

The first building stage was the rear differential. This requires a great deal of patience as there are some very small balls which need to be allocated into some rather small holes. For this process you may require a pair of tweezers. When the differential is finished you are then ready to build the rear gearbox which requires very little effort at all.

After the pinion gear, motor and spur gear assembly have been tackled, you will then arrive at the second stage of the rear gearbox, this requires a lot of grease and is a messy job. Just a few more stages and you're ready to fit the dampers. This relatively easy task can be done in a matter of minutes as it is four screws for the front and four more for the rear. Some of the screws on this stage can be very tricky, so you

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may need a steady hand and patience - remember don't rush anything... The next six stages are devoted to installing the radio gear. This can be made easier if you have the new Tamiya Adspec plus system. The CPR unit: the amplifier booster speed control is combined with the receiver and gives you an all in one receiver/speed control unit which cuts down on weight. Unfortunately I didn't have an Adspec unit, so I had to make do with an Acoms Techniplus Alpha RC system. To cap it off I had an Acoms AT5 electronic speed controller. The kit is supplied with a mechanical speed controller so you might want to think of

highly detailed polycarbonate shell. The shell is quite hard to cut out, so I suggest you take time to do it, being careful to follow the lines and don't make mistakes. When the shell is cut out, the next step is the painting and this is just a simple one colour job, (if you're sticking to kit colour), and for this you require a tin of Tamiya colour for polycarbonate. No window masking is necessary as the kit comes with

# Limit

purchasing an electronic one, as it acts quicker upon command and is easier to maintain in the long run.

The kit comes supplied with a standard 540 motor which supplies ample power for your first few outings. Although you may think about purchasing an Acto-power touring special motor at a later date.

After attaching the front and rear gearboxes to the main body, the next stage is the body shell, which is an injection moulded

the masking tape cut to size, so you just stick on and spray. Next up is the tricky decal set which has in excess of 90 stickers.

## Test drive

Now you are ready for the fun part, and believe me it's fun. We only gave the car the briefest of test runs but performance is as you expect. Nice neutral handling

and good speed, the car is easy to drive but a wide open space is needed!

We had a little trouble with the rear diff coming loose but the Tamiya construction allows for easy maintenance and a quick tighten and the car was ready to roll again.

Overall an easy to build and drive car that proves yet again Tamiya are masters in their art...

